VEVERA AND HOPMANN SPEAK BITTERLY OF THE LOST STEAMER'S CREW-THE QUEEN'S SOLICITUDE-THE CRATHIE'S CAPTAIN

SAYS HE THOUGHT THE ELDS WAS SAFE - HIS VES-

- SEL ATTACHED. London, Feb. 1 .- Six fishing smacks returned to Lowestoft during last night. They were trawling near the scene of the disaster to the Eibe, but saw no boats or wreckage. The wind abated somewhat this morning but the snow is still failing and the sea is high. Many more smacks arrived at Lowestoft late this afternoon and this evening. They ght no news. Others are due to arrive to ompetitor, which returned to-night, reported that saw yesterday what he thought was a mailbag, ad tried to catch it with a boathook. He missed it, and, knowing nothing of the collision, did n for it again.

It is understood that the officers and crew of the Crathie were examined to-day by the British Con-sul in Rotterdam. They will leave the ship and forthwith to Aberdeen.

Vevera, Hofmann and Schiegel denied emphatically this evening that the Crathle remained sig-nailing for two hours near the scene of the col-lision. They say that had she done so she could have saved many lives. Hofmann, who was among the first to reach the Eibe's deck after the collision, did not see the Crathie answer any of the Elbe's signals. He noticed a small steamer, apparently the one which had struck the Elbe, steam-Regarding the behavior of the Eibe's rew. Hofmann says:

I seized a lifebelt as soon as I got on deck, but a sailor demanded it, saying that it belonged to the rew. I gave it up with the remark: 'Well, I hope rou will save yourself.' but he didn't. The crew ild their best to keep the passengers out of the

Hofmann is greatly embittered by the loss of his ife and child He talks continually about it, and in each interview makes new charges against the erew. His description of the final settling of the was vivid. He said:

ship was vivid. He said:

I could see her sinking rapidly as we pulled away
in the small boat. Her bow went up steadily into
the air. The deck grew steeper, and I could see the
poor wretches aboard her climbing and crawling
toward the prow, until suddenly all were engulfed. Vevera and Hofmann also attack Third Officer Stollberg and First Engineer Neussell. They say that both acted selfishly after the rescue, and that Stollberg made no effort to command the boat, but rave the whole responsibility to the steerage passesses. er Boethen, who had been cook on a French

teamer. They speak highly of Boethen's coolness and skill, and give him the whole credit for manag-ng the boat. The company have booked Vevera and Schlegel to sail on the steamship Umbria tonorrow, and both will start in the morning for Lloyds agent at Lowestoft has received the

following telegram:

The Queen is greatly distressed at the terrible isaster to the steamship Eibe, and will be glad to now the condition of the rescued ones and to be iformed if there is any chance that there may be To this message the agent replied:

The survivors of the Elbe are sincerely grateful by Her Majesty's kind inquiry as to their condition. Il of them are able to start for London to-day. I ar that there is no hope now that any more have ten saved.

A dispatch from Vienna says that among the be's passengers were the Guttmann brothers, Hungary. The Guttmanns had fled to escape arrest for forgeries by which they defrauded the company and the peasant shareholders of 300,000 florins. They are said to have given assumed names at the steam-thip office. lirectors of a steam mill company near Kaschan,

Rotterdam, Feb. 1.-Captain Gordon of the mer Crathle, has made a report to the Lloyds sentative here, in which he says that he of his ship with what he described as an unvessel. When he was able to reach the leck the ships were some distance apart and, in uence, he is unable to give much informain regard to the circumstances or result of disaster. The vessel which the Crathie ck, he says, was a big steamer with two fun-and four masts. In reply to the question hether he had taken any steps to save the pasand crew of the other ship, Captain Goron said that his own vessel was damaged to such an extent that he expected every minute ild sink. He followed the other ship for short time, but found that she went much than the Crathie had, therefore, he

The North German Lloyd Steamship Company, or the North German Lloyd Steamship Company, of the lost steamer Elbe, have arrested the Crathie by nailing a writ to her mast. This action is taken preliminary to ciaiming damages for the sinking of the Elbe by the Crathie. The Crathie is worth 18,000 without her cargo.

BLAMING THE ELBE'S CREW. THE PALL MALL GAZETTE'S" POINTED QUES-TIONS-PARIS PAPERS ATTACK THE

CRATHIE'S CAPTAIN. London, Feb. 1 .- "The Pall Mall Gazette," in a leading article on the loss of the Elbe, says:

leading article on the loss of the Elbe, says:

Had the Elbe been a penny steamer, packed with holiday-makers, we should say nothing: but what shall we say of the loss of a steamship belonging to one of the greatest of transatiantic lines, where only twenty lives were saved, fifteen of them being of the crew, and only one woman among the total number? Even accepting as true the statements of the surviving members of the crew, why were they scrambling to port while an attempt was being made to lower the boats to the starboard? Why were the women and children sent to the starboard when the list of the ship to port made the use of the starboard boats impracticable? It is part of a seaman's duty to be drowned, in a case of need, in trying to save the lives of passengers.

Paris, Feb. 1 .-- The greater part of the Paris newspaper comment on the loss of the Elbe is unfavor-able to the officers and crew of the Crathie. "La Lanterne" violently condemns those on board that ship, saying that English seamen are proverbially The "Figaro" and "La Lanterne" both denounce the British captain, remarking that his con-duct was just what might have been expected of an English sailor.

FOUNDERING OF THE STEAMER ITUNI. SHE STRUCK A ROCK NEAR ST. MICHAEL, IN THE AZORES, AND WENT TO THE BOT-TOM UPON BACKING OFF.

don, Feb. 1.-A dispatch to Lloyda from St. Michael says the British steamer Ituni, from Demerara January 16 for St. Michael and London, struck a rock near St. Michael, and, upon backing off, foundered in deep water.

ASHORE ON THE COLOMBIAN COAST. THE FRENCH STEAMER AMERIQUE'S PASSENGERS AND CREW IN PERIL.

Panama, Feb. 1.-"The Star and Herald" says nch steamer Amerique, from St. Nazaire January 9-10 for Colon, is ashore at Cape Augusto, near Savanilla, and that her passengers and crew are in danger. The Royal Mail steamship Para, plying between Colon and Southampton, the paper continues, refused to render her assistance, and there is no steamer at Savánilla or Carthagena to go to her rescue. The Frerch steamer Ville de Marselle has left Fort-de-France, Martinique, to give aid to the Amerique.

The Amerique, formerly the Imperatrice Eugente and later called the Atlantique, is owned by the Compagnic Generale Transatiantique, of Havre and Paris. She is an iron ship of 2,182 tons net and 4,660 tons gross burden, is 394 feet long and was built at St. Nazaire in 1864.

THE FULDA RAN AGROUND IN THE WESER THE WAS FLOATED AT HIGH TIDE AND PRO-CEEDED FOR BREMEN.

Feb. 9.-The North German Lloyd steamer Fulds, from New-York January 22, ran aground whife coming up the Weser this morning. She was floated at high tide and proceeded to her dock.



PERFECT

steless, being dusted by a new process. Sold by druggists. Price, 25c.

FURTHER DETAILS OF PEOPLE ON BOARD THE ELBE-SHOULD SAILORS BE REQUIRED

TO KNOW HOW TO SWIM? Not much additional information regarding the loss of the Elbe was received at the office of the North German Lioyd Steamship Company in this city yesterday. The officials of the line in Bremen were able to cable over the exact number of people on board the lost steamer and to state

definitely how many were lost. The official fig-Cabin passengers for New-York.
Cabin passengers for Southampton.
Steerage passengers for New-York.
Steerage passengers for Southampton.
Captain and crew
Postal clerks
Spewardesses

These may be taken as the final figures. If any scopie had been picked up by fishing smacks or other vessels they would in all probability have been landed where word would have been received from them by this time. It was so bitterly cold when the accident happened that no person could hope that people who caught pieces of wreckage or life buoys as the ship went down could be buoys as the ship went down could have survived long enough to be picked up by a passing

Gustav H. Schwab sald yesterday that he had little to add to the news already published regarding the disaster. He spoke strongly regarding the conduct of the steamer Crathle, and said he hoped that criminal proceedings would be begun against her captain.

saliors of vessels to learn to swim would not be a good thing, as men able to swim would probably not be so easily panic-stricken in case of a disaster, he said: "I do not think it would make any differ-ence. A seafaring man knows that his ability to a great storm. All our men, however, are supposed the navy before they enter our service. There may be a few who have not served in the navy because of not being able to meet the physical requirements, but they are few. In the German Navy everybody is taught swimming."

sergeant of Company B of the 13th Infantry, now stationed at Governor's Island. He was thirty-five years old and leaves a wife and two children. When the death of her husband was broken to Mrs. Seneca Thursday night she fainted, and for a while fatal results were feared. Seneca left here seven weeks ago to visit his mother in Bremen. Several times before he had applied for a furlough to go to Germany to see his mother, but gave it up, as he had a dread of crossing the ocean. Finally he paid up his life insurance, which was slightly in arrears, and started on the journey. He was a steerage passenger.

the second-cabin list should have been Mrs Crane. Mrs. Crane was formerly an inspectress in the customs service at this port. She married an officer of one of the ships of the Netherlands-American Line and has a child three years old. She formerly lived in Hoboken, but a year ago she took her child and went to visit her mother, Mrs. Andrew Berbeck, in Baden. She was returning with her mother on the Eibe. It is thought the

child was not with them.

Miss Clara Weingartner, who was lost, was the sister-in-law of M. Lowenstein, of the Nassau Smelting and Refining Company, in West Sixteenthst. She was coming over on a visit to him.

North German Lloyd agents in this city saying that Domingo Furrer, whose name appeared in the passenger list of the Eibe, although that of Mrs. Milton C. Conners did. This gave rise to some doubt as to the identity of the Mrs. Conners on the list. A dispatch received here yesterday explained the 'matter. Mr. Conners died at a German health reher husband's body

There is apprehension on Jersey City Heights that the J. H. Hahn who is among the missing of the Eibe's passengers was a man who was well known on the Heights. A man of that name went from the Heights some months ago to take possession of an inheritance. It has been reported that he was made co-legates with his brother, Louis Hahn, also formerly of the Heights, to a fortune of \$150,000. It has been expected in Jersey City that the brothers

The agents of the North German Lloyd Line yes-

erday received the following from Bremen: To-day's "London Standard" says a good deal of comment has been made on the fact that out of the survivors no fewer than fifteen are officers and seamen of the Elbe, and that of the five passengers saved there is only one woman and no children.

The testimony of several of the survivors justifies the belief that all the women and children, or at any rate the majority of them, would have been saved had there been time enough to lower starboard lifeboats. The captain did consider that there was time, and by his orders the women and children all gathered on the starboard side of the steamer, while the male passengers shifted for themselves on the port side, but at the critical moment after the two boats had got clear from the port side it was found impossible to lower the lifeboats on the starboard side owing to the deep list of the vessel, caused by the enormous weight of water which had poured into her and which continued to rush in in vast volume. Attention was then turned to the other boats, but the steamer had then commenced to sink, and there can be little doubt that the women and children were haddled together on the starboard side with the captain directing the operations for their succor when the Elbe foundered.

Another influential London paper, namely, "The Morning Post," speaks in similar terms on this point. To-day's "London Standard" says a good deal of Morning Post," speaks in similar terms on this point, saying this disproportion is due to the merest

LAUDING THE ELBE'S CREW. OFFICERS OF OTHER SHIPS OF THE LINE

CONFIDENT THAT THEIR BROTHER OFFI-CERS DID THEIR FULL DUTY.

Flags floated at half-mast from the buildings of docks in Hoboken yesterday, in memory of the crew and passengers who lost their lives through the foundering of the steamship Elbe. The steamships Ems, Weimar, Werra, Kronprinz, Wilhelm and Salier, which lay at the docks, also displayed crews looked sad and melancholy. The superintendent of the line and the captains and officers of the ships spoke in the highest terms of the man-liness of Captain von Goessel and his skill as a commander.

Superintendent Baur said he could see no reason why the Crathle did not stand by the Eibe after the collision. The doors of the bulkheads were undoubtedly closed at the time of the collision, and while the Elbe had ample life-saving apparatus on board to save passengers, the conditions were such that it could not be utilized. A finer man or better officer than Captain von Goessel never commanded a

Captain William Reimkasten, of the Ems. which arrived at her dock yesterday morning, said: "Captain von Goessel and I had been most intimate friends for more than twenty years. There is not a single doubt about his having been a very able, practical seaman and a first-class commander.

"It is more than likely that the bulkhead between the engine and boiler tooms on the Elbe was de-stroyed in the collision, in which case there could sengers or members of the crew were saved may be and dark and there were heavy winds and seas. Under such conditions the work of life-saving candone so quickly and effectively as in day-The vessel sank so quickly that I believe many of the passengers were still in their berths and staterooms, and that the engineers and firemen

were overwhelmed in the engine and boiler rooms. Captain Claus Steenkeen, of the Weimar, which also arrived yesterday morning, and started for Baltimore in the afternoon, agreed with Captain

Reimkasten in every particular. First Officer Johannes Janizen, of the Werra, yesterday said: "It is foolish to talk of any other steamship being able to withstand such a blow as For a Home Medicine. They are purely vegetable, containing no calomel, mere ury or other injurious ingredient, and act gently yet surely, without causing any pain or gripe, without causing any pain or gripe. Eless, being dusted by ruggists. Price, 25c.

steamship being able to withstand such a blow as the close of without sinking. Although the although the company's service thinks Captain von Goesel and every man among the officers and crew did his duty to the fullest extent of his power, and that the Waldorf, and was out "seeing the mained at the Waldorf, and was out "seeing the contained at the Waldorf, and was out "seeing the mained at the Waldorf, and was out "seeing the hought the feet the North Ger, when a Tribune reporter called at the Mained at the Waldorf, a

THE AMERICAN LINE'S BULKHEADS.

The question whether bulkheads and watertight impartments are of much importance as a protection was briefly discussed in The Tribune yesterday and has caused many shipmasters and others interested in ocean travel to consider the question further One correspondent claims that the bulkheads as constructed by Cramp & Sons on the American Line steamers come the nearest to being perfect, bulkheads do not have doors in them. In

THE CONTEST ENDED.

CUTTING WILL CASE COMPROMISED.

AN AMICABLE ARRANGEMENT HAS BEEN MADE BETWEEN ROBERT L. CUTTING . AND THE HEIRS.

toricty by marrying Minnie Seligman, the actress, and who shortly after his marriage appeared on the his father developed when it was found that "young to go to the theatre in large numbers to "guy" the aspirant for histrionic glory, unsuccessful in his and to many it seemed only natural that he should

This he did through his counsel, Rastus S. Ransom. He continued to act as manager for his wife. In the legal proceedings which followed the contest of his father's will John M. Bowers appeared

test of his father's will John M. Bowers appeared as the special guardian and attorney for James De Wolfe Cutting, and Clifford A. Hand represented the will.

Mr. Cutting, with his counsel and the lawyers on the other side, appeared in the Surrogate's Court yesterday morning in reference to the contest. The hearing was postponed until Monday, and from statements made by those most familiar with the case there will probably never be a hearing. Mr. Bowers, when seen at his home, No. 3' West Eighteenth-st. last night, said: "Nexotiations are pending for a settlement of the contest, and there will doubtless be a peaceable adjustment of the matter."

I doubless be a peacetail titer."
When asked as to the terms of the settlement, Bowers said he did not feel at liberty to make in known at this time.
Ifford A. Hand, who represents the will, said en seen at his home. No 109 East Twenty-fifther is nothing to say about the matter, extended that the parties have agreed to an amicable tlement, and though the hearing is appointed next Monday, it is more than probable that we will be no hearing at all."

RAILROAD INTERESTS.

PACIFIC RAILROAD PROPOSITIONS. PLANS SUGGESTED IN REFERENCE TO THE GOV-ERNMENT DEBTS BY A COMMITTEE OF THE CONSOLIDATED BONDHOLDERS.

committee of the consolidated bondholders of the Union Pacific, Kansas Pacific and Denver Pasubmitted to Congress consists in furnishing the Government mortgage bonds bearing such a high rate of interest (5 per cent), and with such a sumarketable

them a dead weight in the Treasury must be apparent to every member of Congress. By the provision giving the Government first income bonds for the amount of its interest advances, it obtains the next lien after the general mertgage, and thereby take the next accruing earnings of the road. This plan substantially gives the Government all of the earnings of the property on which it now has a lien; and, in addition, it strengthens the present imperfect lien of the Government by transferring the existing first mortgages on other portions of the main line into a general security. The committee is composed of the following men: Silas B. Dutcher, president Hamilton Trust Company; Henry N. Whitney, of Kissam, Whitney & Co.; Otto T. Bannard, president Continental Trust Company; Theodore W. Myers, ex-Controller of the city of New-York.

DISCUSSING READING REORGANIZATION. The Olcott-Earle Reading Reorganization Committee met yesterday. The unsatisfactory condition of the coal trade and suggestions as to the proposed action of the committee were discussed. It was resolved to refer the whole subject to the chairman, F. P. Olcott, with power to voice the views of the committee and to act in its name.

DISCUSSING FREIGHT RATES.

There was a conference of the Trunk Line Exoutive Committee and the Lake managers yesterday in the rooms of the Trunk Line Associa-tion in the Central Building. The purpose of the meeting was the discussion of eastbound freight rates to prevail after the opening of navigation. Every year previous to the opening of canals and other interior waterways, the managers of the to apply after the waterways shall have opened and resumed competition with the ratiroad lines. Yesterday's meeting was the preliminary conference, but no definite action tending to the adoption of a certain rate was taken, and after a four hours' session the meeting adjourned for two weeks. lines interested confer as to the rates of freights

UNION PACIFIC TO SIGN THE AGREEMENT Chicago, Feb. 1.-At to-day's meeting of the West ern Trunk IAne Passenger Committee the last barrier to a complete organization was removed Union Pacific signified its intention of signing the new agreement whenever Chairman Caldwell pleased, and agreed to be content with having its Puget Sound rates shown in separate sheets issued by themselves instead of in the regu-lar trans-Missouri sheets, in which, it has been contended all along, they had a right to be placed. To tended all along, they had a right to be placed. To
this arrangement the Northern Pacific made no
objection, as it was feared it would, and it now
remains for the lines interested to meet the competition which will be thus engendered as they
think best. It amounts to the association's declining to take any part in the controversy at all.
The dispute regarding the Denver and Ogden gateways and the boycott arising from their closing is
in a fair way to settlement.

The Chicago Railroad Association spent the day
discussing whether it should show the Puget Sould
rates in its sheets, the ground of contention being
the same as that taken by the Western Trunk Line
Passenger Committee.

TWO EUROPEAN ARTISTS ARRIVE. The arrival of Jean François Raffaelii and Theo

bald Chartran, the two French painters, has caused a little stir in artist circles in this city. The two men arrived here on La Touraine on Thursday, Their coming was unheralded, and when they had got out of the clutches of the Custom House men they drove to the Hotel Waldorf and registered simply as "Chartran" and "Raffaelli." Thus they dedged the newspaper men. Mr. Chartran left the hotel yesterday and went to No. 100 West Flity-

crew became panic-stricken and took possession of CONSULS FOR THE L. A. W. the boats, to the exclusion of the passengers.

ISAAC B. POTTER'S LIEUTENANTS.

MEN WHO WILL SUPERVISE CYCLING AFFAIRS

ALL OVER THE STATE. Isaac B. Potter, chief consul of the League of American Wheelmen, heaved a sigh of relief yesterday afternoon when he had completed his list of local consuls for New-York State. The task has een a laborious one, as it required a great deal correspondence before the list could be cometed. Each of the local consuls will receive a handsome engressed insignia of his office, showing his authority. Following is the list:

handsome engrossed insignia of his office, showing his authority. Following is the list:

Adams, G. P. Manville; Addison, Dr. H. R. Ainsworth, Athens, Walter Herr; Attlica, Hugh Milier; Albany, John D. Chisin, Jr. Howard Watson, Bernard Schmidt, Jr.; Alden, F. L. Castie; Ancram, W. A. Heyt; Alfred Centre, L. D. Bronner; Amenia Union, James S. Chaffee; Astoria, Robert H. Halsey; Brooklyn, James Hawley, Kings County Wheelmen; W. C. M. Hotze, Prospect Wneelmen; Edward J. Muller, South Brooklyn Wheelmen; Buffaio, J. Stuart Kelly; Batavia, O. C. Steele; Boonville, Roscoe G. Norton; Bath Beach, Dr. J. E. De Mund; Bay Ridge, F. W. Kent; Belport, Harry V. Waltkins; Bensonhurst, F. W. Lathrop; Black River, Edward M. Dexter; Belmont, J. H. Anderson; Brewsters, Charles Dahm.
Cohoes, Thomas W. Neary; Corning, Francis C. Williams; Camden, Burton S. Osborn; Canajonarle, Charles E. Low; Cazenovia, F. B. Petrie; Cnateauqua, G. W. Foster; Chatham, Dr. C. M. Harmon, Clayton, E. M. Cook; Clyde, C. R. Kennedy; Cornwall, William B. Paye; Coney Island, Fred B. Henderson; Coleymans, Thomas T. Briggs, Chautauqua, A. M. Martin; Cedarhurst, Lincoin Cornell; Chester, J. P. Bull; Croton Falls, D. R. Merritt; Cermont, J. P. Bull; Croton Falls, D. R. Merritt; Cermont, J. P. Bull; Croton Falls, D. R. Merritt; Cermont, J. Prederick P. Rivenburgh; Castoriand, J. T. Wood; De Ruyter, Otis C. De Long; Elmira, C. A. Bowman; Ellenville, C. D. Divine; East Hampton, E. B. Muchmore; Frankfort, F. H. Watson; Fredonta, Charles J. Boardman; Friendship, E. G. Latta; Freeport, Huyler Ellison; Fordham, Ramsey Pengnet.

Muchmore; Frankfort, F. H. Watson,
Charles J. Boardman; Friendship, E. G. Laita;
Freeport, Huyler Ellison: Fordham, Ramsey Pengnet.
Genesee, J. D. Clancy; Gouverneur, D. W. C. Whitney; Green, W. D. Lyon; Green island, William H. James; Greenport, J. Lewis Clark; Groton, Horace G. Hyde; Germantown, Raymond C. Rockfeller; Hornellsville, W. H. Owen; Hastingson-Hudson, Irvirg Smith; Haverstraw, Dr. E. Marquez; Homer, Carl Dillenbeck; Hyde Park, John O. Varley; Herkimer, George M. Dunham; Halcottsville, B. B. Hubbeli; Holland Patent, Robert J. Meredith; Jamaica, Newton F. Waters; Kreischerville, P. J. Weller.
Long Island City, Jesse F. Ellsworth, Charles P. Frey; Lansingburg, W. L. Gardner; Luzerne, G. H. Burnham; Lexington, George B. Van Walkenborg; Lisbon Centre, F. G. Long; Loeil, F. M. Galloup, Maione, M. J. Siason; Medina, C. F. Hurd; Mexico, H. H. Dobson; Millers Corners, Cinton M. Johnson; Madalin, the Rev. S. D. Sammis, Manhattanville, John P. Koch; Milton-on-Hudson, C. A. Skidmore; New-York, Theodore, E. Betta; New-York Athletic Club, L. C. Boardman; New-Manhattan Athletic Club, I. C. Boardman; New-Manhattan Athletic Club, Newburg, A. I. Barton; Niagara Falls, George G. Shepard; North Tonawanda, Andrew Mundie; Norwie, H. J. Daniels, Norwood, B. M. Polley; New-Barlimore, Eugene Fink, New-Berlin, Tracy W. Brooks; Oneonta, W. H. Potter; Owego, Leon L. Brockway; Oxford, St. John Norton; Oswego, W. M. Finch, Poughkeepsie, George E. Carpenter, Jr.: Palatine Bridge, W. M. Murray; Phelps, F. H. Wisewell; Port Byron, Charles E. Wethey; Port Chester, J. C. Flewwein; Pulaski, Wren V. Davis; Philmont, J. H. Wikinson, Princess Bay, J. T. Shay, Peconic, Wilfred R. Jefferson; Pelham Mannat, W. K. Gillett, Puffard, Louis A. Allen; Randolph, W. L. Rathbone; Rossbank, G. Bowman; Rockville Ccatre, Ediridge N. Smith; Rondout, Theodore H. Bolee, Syracuse, Howard N. Cole, Century Cycle Club; Dr. A. G. Courtney, Syracuse Athlete Association, Sing Sing, J. H. Carpenter, Salamanca, Frederick, C. Reid; Saugerties, R. J. Gabrie; Schu

lands, Badwell Andrus, Stoyyesaho, V. M. Dundon; Stony Brook, H. P. Wels, Salem, W. M. Dundon; Shortsville, H. O. Klinck; Stanfordville, F. A. Pulty; Sea Ciff, W. C. Smith.

Tarrytown, A. L. Embree; Ticonderoga, M. R. Hack; Tottenville, M. C. Ayres; Trenton, W. B. Watkins; Turner's, W. S. Hadi; Unadilla, O. E. Bandery, Watertown, W. C. Greene; West Troy, Edward F. Roy; Waterloo, Howard L. Cone; Waverly, J. W. Clark; Walton, the Rev. R. C. Searing; Waterford, H. O. Folger; Weedsport, Fred M. Harrington; Wellsville, E. C. Brown; Whitestone, Dr. A. C. Griffin, Watkins, Cornelius, L. Baley, Woodhull, M. E. Colvin, West Haverstraw, C. A. Taylor, Warrensburk, Percy Whitley.

The formal opening of the Cycle Club of Brookgent headquarters of the club. The clubro provided with lockers, shower and needle smeking room, and the members can be assured of most of the accommodations generally found at clubhouses. There will also be a woman's

Six instructors will be in constant attendance, afternoon and evening, to teach the novice how to There will be rides every Wednesday after-from 2 to 6 o'clock, and Saturday evenings 8 to 1020 o'clock. A string band will fur-nuale at the afternoon rides, and a full brass

hand at night.

The success of the club is assured, starting with an original membership of 2%. So many applications have been received that it has been found necessary to extend the membership to 30. The programme will be opened with a ride by the club. Mr. Maliby, the trick cyclist, will appear. Mayor Schieren and other prominent people will be present. The committee having charge of the entertainment consists of Andrew Peters, chairman, W. E. O. Bebee, treasurer, W. A. Webster, secretary and manager, and F. D. Tuttle, Carrol J. Post, Graham F. Blandy and Frank P. McCall.

WHAT WHEELMEN ARE ABOUT.

A special meeting of the Metropolitan Association of Cycling Clubs will be held at the Columbia, in Fourteenth-st., on Monday night. Several matters of interest to wheelmen will come up for discus-The Brunswick Wheelmen held an entertainment

and reception at Arion Hall, Brooklyn, last night. The entertainment consisted of a ministrel show and several specialties, ending with dancing. The livellest interest is felt among the Kings county Wheelmen members in the pool tournament now being held at the clubhouse. The result is as follows:

The proposition to compensate the chairman of the Racing Board of the League of American the Racing Board of the League of American Wheelmen is meeting favor. George Gideon, Howard Raymond's probable successor, is only too anxious to serve, but he believes that the expenses of the officers—such as typewriting and clerk hire—should be paid by the League.

The annual century run of the Metropolitan Association of Cycling Clubs will take place in June. The suggested course is from Newark to Philadelphia, or from Newark to Princeton.

The Harlem River Wheelmen propose to make road runs and tours a feature of the club this year. Captain Morrison is also keeping an eye on the riders who will take part in the road races.

Many of the prominent riders do not agree with Titus and other Cans B men, who have come out openly as favoring cash prizes. They seem to think that the Class B arrangement is all right as it is They say that they are close enough to professionalism now.

Next Monday Thomas Winder, of Warsaw, Ind., will start on a tour of about 21,000 miles. Winder's tour will extend around the coast and border line of the United States, and the start will be made at New-Orleans. He expects to travel at the rate of seventy-two miles a day, and during the trip he expects to register at seventy-six points or cities. Wheelmen is meeting favor. George Gideon, How-

WILLING TO GIVE UNION A CHANCE. Syracuse, N. Y., Feb. 1.-The Syracuse University Athletic Association passed a resolution this morn ing supporting the demand of Union College to have a commission appointed to investigate the charges of professionalism preferred against Union's ath-letes by the New-York Sinte Intercollegiate Base-ball Association.

CONTRACTS SENT TO ALL THE BALTIMORES,

Baltimore, Feb. 1.-Manager Hanlon yesterday mailed contracts for 1895 to all the members of the Baltimore baseball team. The players are scattered over all parts of the country, and it will be some time before all of them can be heard from. Most of the men, and especially the younger players, who made such good records last season received in creases in their salaries. It has been definitely announced that the League

It has been definitely announced that the League season will open on April 18 instead of April 25, and this change has made necessary some changes in the practice games of the Baltimores at home. Three games had been arranged with the Buffalo club and three were in course of arrangement with the Syracuse club, both of the Eastern League. Manager Hanlon has cancelled the Buffalo games and telegraphed the manager of the Syracuse team that it would be impossible to play his club this spring.

CURLING IN CENTRAL PARK.

The curiors of New-York made the Conservatory Lake, in Central Park, their Mecca yesterday. The visitor might well have imagined that he had been suddenly transported to some rink in Aberdeenshire. Except for the solltary Park policeman, who was blessed with a beautiful Hibernian brogue, the air simply crackled with as rich a Gaelic accent as any

Andys, Joes and Ions, and in richest Scotch they yelled instructions from one end of the lake to the other as to what sort of a curl was to be given to the "stane." and swore in guttural Gaelie when the "stane" went "awa." The Clinic Club of New-York were figiting a battle with the Harpens of Harlem, the losing team to pay for an oyster supper. The Clinics forged ahead from the first, but it was a good match all through, and the "putting" was fine. The Clinics eventually won by a score of 23 to 19. The following were the teams:

Clinics—Waiter Wilson, Robert Ramsay, John Biack, James McVittle, skip.

Harepers—James Shanks, William Parker, John Stalker, John McQueen, skip. Andys, Joes and Ions, and in richest Scotch they

ST. ASAPH TO REMAIN A JOCKEY CLUB TRACK.

Information from trustworthy sources says that there is no likelihood of the Guttenburg element securing control of the St. Asaph racetrack. The association intends to remain a licensed Jockey Club

Baltimore is to be invaded by the element that brought about the downfall of racing in this State. It is not at all likely that the Marylanders will permit the lowest grade of racing and its following of thugs and ruffians to obtain a permanent footbold in their State. Prompt action should be taken to pre-vent a repetition of Maspeth and Clifton methods, and the injury inflicted on the turf in this State will not be repeated in Maryland. Cheap racing, with the low form of gambling that accompanies it, should be promptly suppressed.

THE AILSA'S LAUNCHING POSTPONED. London, Feb. 1.-"The Field" learns that the new cutter Ailsa, building at Fife's for A. B. Walker, was to have been launched to-morrow, but, owing to a late change of plan, will be kept on the stocks work. Skipper Thomas Jay, who will have charge work. Skipper Thomas Jay, who will have charge of the Alisa, has engaged a crack crew, consisting of men who have served on the Iverna and other large yachts. "Mr. Allen will send the Americanbuilt ten-rater Dakotah on an Anchor Line steamer to the Mediterranean." "The Field" will say. "It is not known what she will meet there, but she is likely to finish ahead of anything up to twice her rating. George Moir will accompany Mr. Allen."

OBITUARY.

MICHAEL SHANNON.

Michael Shannon, Deputy State Superintendent of Insurance, died from pneumonia early yesterday merning in his home, at No. 295 West One-hundred-and-thirty-sixth-st. He became ill on the evening of Friday, January 25, when he was at work over the accounts of the Mutual Life Insurance Com-pany, a sudden congestive chill compelling him to stop his work. On the following day he was attended by Dr. G. E Mackay, of No. 640 Madison-ave. who found his condition serious. In the afternoon Mrs. Shannon returned from Bermuda. She had left the city on January 19, when her husband was apparently in good health, expecting that he would join her in Bermuda in March. She was a passenger on the steamship Trinidad, and before the ves sel reached Bermuda Mrs. Shannon had a presment that her husband was ill. She knew that he had been working hard in the examination of the counts of insurance companies, and as she recalled his appearance at parting she could not rid her mind of the belief that he needed her care. When

his appearance at parting she could not rid her mind of the belief that he needed her care. When she arrived in Bermuda she could not rest, and she returned on the same steamship to find her husband dangerously ill when she arrived home.

Mrs. Shannon's unexpected return seemed to have a good effect on the condition of Mr. Shannon, and on Thursday the attending physician thought there was hope for his recovery, but he had a relapse late on Thursday night. Mrs. Shannon was with her husband when he died. The body will be removed to Buffalo for hurial, and the funeral will be held there. James F. Pierce, Superintendent of Insurance, yesterday directed all work in connection with the examinations which Mr. Shannon had been conducting in this city to be discontinued until after Mr. Shannon's examinations which Mr. Shannon's examinations had been so far advanced, and his reports had been so nearly completed, that his death would not delay the report to be made by the superintendent of Insurance upon the investigation of the affairs of the New-York companies.

Mr. Shannon was a native of Buffalo and was forty-eight years old. He was engaged in mercantile husiness in Buffalo for several years, and became a political friend of Grover Cleveland and of the Sheehan brothers. When John C. Sheehan was Controller of Buffalo Mr. Shannon gave up his business to take a place in the Controller's office. He retained that place until 1853, when he was appointed Deputy State Superintendent of Insurance by Mr. Cleveland, who then was Governor of the State. In that same year Mr. Shannon married Miss Hannah Lancer, a cousin of William F. and John C. Sheehan, who survives him. Mr. Shannon was an energed to have injured his health and made bim an energed to have injured his health and made bim an easier prey to disease. He leaves no children.

The Judge had not been in good health for about twelve years, suffering a stroke of paralysis. At times, however, he was comparatively well, and able to engage in his law practice. Seth Beach Albi A. Cole, was born at Prattsburg, Steu County, on December 25, 1829. He was educated at Union College, and in 1846 received the degree of Master of Arts from that institution. He was principal of the Franklin Academy at Prattsburg for nine years. When a young man Mr. Cole became active in politics in this state, and in 1856-66 he represented Steuben County in the State Legislature. He was a fine, polished, scholarly speaker, and his voice was frequently heard in argument on the floor of the Assembly. In 1856 Mr. Cole was appointed a number of the Kansas Ald Committee by the State Convention held in Albany that year. Through his efforts over \$40,000 was raised to aid the emigration to Kansas. In August, 1856, when the Missouri River at St. Louis was dominated and blockaded by the actorious "border rufflans," Mr. Cole was commissioned to visit lowa and arranga for the transportation of emigrants through that State and Nebraska into Kansas on the north. In 1856 Mr. Cole was a member of the National Republican Convention that met in Philadeiphia and nominated General John C. Fremont for the Presidency, and he was also an active member of the Ransas Ald Committee of New-York. After that he was a resident of Brookiyn, where he practiced law, having been admitted to the bar in 1856. He was a delegate to the National Republican Convention at Chicago, that nominated Abraham Lincoln, in 1860. In 1866 he married Ann Eliza, daughter of the Rev. J. W. Fracch, at Albion. Her brothers are the Rev Dr. E. W. French, of Jersey City, and the Rev. Dr. M. Clement French, of Jersey City, and the Rev. Dr. W. Fracch, at Albion. Her brothers are the Rev Dr. E. W. French, of Jersey City, and the Rev. Dr. W. Fracch, at Albion. Her brothers are the Rev Dr. E. W. French, of Jersey City, and the Rev. Dr. W. Fracch, at Albion. Her brothers are the Rev. Dr. W. Fracch, at Albion. Her brothers are the Rev. Dr. W. Fracch, at Albion. Her brothers are the Rev. Dr. M. Clement French of Newark N. J. Mrs. Cole, who is a highly accomplished woman, is a graduate—being valudictorian of her class-of Leroy University, at Leroy, this State.

Mr. Cole took up his residence in Nyack upon the d Master of Arts from that institution. He was principal of the Franklin Academy at Prattsburg for

N. H. R. DAWSON.

Montgomery, Ala., Feb. 1.-N. H. R. Dawson died at his home in Selma at an early hour this morn at his home in Seima at an early hour this morning. He was Commissioner of Education in Mr. C'eveland's first Administration. Born in Charleston, S. C., he was a descendant of Paul Hamilton, Secretary of the Navy in 182, and of several of the Colonial Governors of South Carolina. He was a

foreign Winter Resorts.

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brother-in-law of President Lincoln, their wives bing sisters.

CAPTAIN CHARLES E. WARNER.

Captain Charles E. Warner, who for forty-siz years was engaged in the Sandy Hook pilot ser-vice of this port, will be buried to-day. The funeral will be at Dr. Houghton's Church, Fifth-ave. and Twenty-ninth-st., at 10:30 p. m. He was one of the back to 1849. Only three men of the company re main whose appointment antedates that year. During his long term of sea service, which ceased only about two weeks ago, he was professionally regarded as an expert navigator, and was prominent in the Government's Coast Survey, particularly in the exploration of New-York Bay and harbor. His successful experience as a pilot gained him many friends and patrons among the captains and owners of large steamships. All of his brother pilots who are off duty will attend the funeral. The old captain was once talking to a Tribune reporter about odd happenings at sea. "Here is an instance," said he, "which was extremely impreasive upon me One perfectly black night, out on the ocean, we saw a signal for a pilot; we launched the yawl, and I was rowed toward the ship. As we got into a coarding position, I gave a hall of "Bear a hand on deck, have a line ready!" The response from the German captain was: 'All right, Captain Charley, all right,' Now, the queer part of the story is thus: Two years before I had fallen in with the same vessel, but I did not know her in the hick darkness, Yet her German captain, who had seen or heard me but once before in his life, and that two years previous, recognized my voice and called me by name at once-seems like 2 weird dream, doesn't it?" whose appointment antedates that

JOHN L. HASBROUCK.

John L. Hasbrouck, of the firm of John L. Has brouck & Sons, died yesterday at his home, No. 151 West Twenty-third-st. Mr. Hasbrouck was born in Utlea in 1813, and was one of the Ulster County Hasbrouck family, who were of old Huguenot ori-gin. He had been engaged in business in this city since 1835, chiefly as importer of wines and in whole-sale groceries. He leaves four sons and two daugh-

THE CABMEN ARE A NUISANCE, THEY SAY The "cabbles" and coachmen who choke up West Fifty-seventh-st. when entertainments are given at the Music Hall are going to be "ca'led down." People living in the neighborhood are indignant at the way in which the drivers monopolize the street, wide as it is, a d measures are going to be taken to abate the nuisance. When the Aldermen next meet, the matter will be presented for their favorable consideration. The blocking up of the street by the cabmen has been a serious annoyance for some time. The cabmen waiting for fares have their cabs standing in the way while they visit the barrooms, so people living in Fifty-seventh-st, cannot drive to their homes. Alderman Hall, it is reported, is to present a resolution that the cabmen arrange their cabs in the middle of the street and not near the curbs while waiting for fares. the way in which the drivers monopolize the street,

COLONEL INGERSOLL IS NOT DEAD.

A report got abroad yesterday that Colonel R. G. Fifth-ave. A Tribune reporter called there last night and learned that Mr. Ingersoil was not dead, night and learned that Mr. Ingersoit was not dead, but dining out; where, his servant did not know, Colonel Ingersoil has had an attack of rheumatism, and is not over it yet, but it was said last night that he would leave New-York to-morrow to make a lecture tour in the Southern States.

"He ain't a 'gwine to die jus' yit," said the cheerful negro who opened the door at Mr. Ingersoil's home; "doan't yo' have no fears."

DEATH OF MRS. MARGARET PLACIDE. Margaret Placide, wife of the late Harry Placide once a famous actor in the old Park Theatre, New-York, died in Babylon, L. I., yesterday from apoplexy. She was sixty-eight-years old. She was born piexy. She was sixty-eight-years old. She was born in New-York City. Her father was an actor named James McBeth. She married Placide when only a girl. They lived at Babylon more than fifty years, and the husband died in the house which his wife occupied until she died yesterday. The couple had no children. In her early years Mrs. Placide played some minor parts, but never essayed prominent parts or made the stage her profession.

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